

Single Process Initiative

SPI + JOINT LOGISTICS COMMANDERS' ACQUISITION POLLUTION PREVENTION INITIATIVE = SAVINGS

The Joint Logistics Commanders' Joint Group on Acquisition Pollution Prevention (JG-APP) has many objectives that complement the Single Process Initiative (SPI). The JG-APP focuses on identifying common manufacturing processes across multiple component contracts that reduce and/or eliminate hazardous materials from major weapon systems. The JG-APP's goal is to reduce duplicative efforts and costs from multiple, uncoordinated pollution prevention projects within individual components and the private sector. The JG-APP has worked to develop common priorities and goals throughout DoD and to develop a contract change process to provide cost efficient and timely adoption of commercially available alternatives.

The JG-APP focused its efforts on current contractor design and manufacturing operations and linkages with system users and maintainers. Seven pilot programs were initiated at contractor sites involving multiple component systems and multiple products. Current pilot sites include McDonnell Douglas, St. Louis, MO; Texas Instruments, Dallas, TX; Pratt & Whitney, West Palm Beach, FL; Hughes, Tucson, AZ; General Electric, Evandale, IN; and Boeing, Seattle, WA.

The JG-APP methodology begins with voluntary participation by a major weapons system contractor and the joint contractor/Contract Administration Office (CAO) identification of opportunities for potential benefits. Program Managers (PMs) are then brought in with the contractor and the CAO to determine those identified opportunities best meeting their needs and providing the highest likelihood of success.

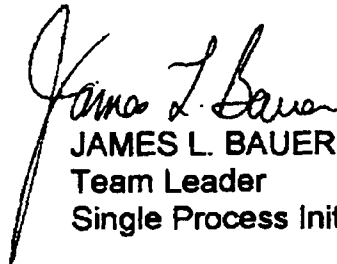
Once everyone is on board, technical representatives (both government and contractor) meet to further focus on what criteria a substitute material or process must pass to meet system performance standards. A Joint Test Protocol is developed describing the laboratory and field testing requirements a qualified substitute must pass independent of existing standards and specifications; an agreement is signed by the PMs and contractors involved to accept these test results.

The PM and contractor business representatives are then brought together to review each process improvement opportunity, its environmental and cost benefits, testing costs, and available funding scenarios determining who will bear what costs and what contract vehicle will be used. Products include a statement of tasks and a signed funding agreement.

After performance of tests and selection of an alternative material/process, an implementation plan is developed for both contractor and users/depots. Necessary contract modifications are handled as block changes. This entire process may take from a few months to two years dependent upon the time necessary for testing. Both system user and depot communities are kept informed throughout the process to reduce duplication of existing efforts and properly gauge potential cost savings/avoidances. Also the results of the testing are shared with all potential government and commercial beneficiaries and various industry associations through publication of a Joint Test Report on the World Wide Web.

The similarities between the JG-APP process and SPI are many; the JG-APP and CAOs must be alert to where the initiatives intersect. At times, pollution prevention opportunities will be identified that do not require extensive testing. In these cases, direct transfer to SPI procedures may be the best route. Also, once successful pollution prevention process improvement opportunities have passed all tests, they can then be transferred to SPI procedures for rapid block change.

The success of the pollution prevention initiative is heavily dependent upon the partnering relationships established between components, contractors, DCAA, and DCMC contracting and technical personnel. Because of this relationship, the Pollution Prevention and SPI processes can be interwoven, and duplication of effort can be eliminated. CAO Management Councils should become knowledgeable of acquisition pollution prevention initiatives at their sites. As the pollution prevention initiative progresses from a few pilot sites to full implementation (DCMC-wide plans to expand from the current seven pilot sites have not been finalized at this time), CAO Management Councils should be used wherever possible to effect coordinated action among the components, contractors, DCAA, and DCMC. The benefits of effectively linking the Single Process and Acquisition Pollution Prevention initiatives are more efficient, consistent, environmentally benign, stable processes with greater ease of contract administration for both contractor and government, and savings for the taxpayer. Questions concerning the Single Process Initiative may be addressed to the Single Process Initiative Team at (703) 767-2471 or DSN 427-2471.



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